



**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION  
Study Session**

**Notice and Agenda**

5:15 P.M.  
Thursday, January 17, 2008  
Kiva – City Hall  
3939 Drinkwater Boulevard  
Scottsdale, AZ 85251

**Call to Order**

**Roll Call**

Brian Davis, Chair  
Kelly McCall, Vice Chair  
Mark Gilliland, Commissioner

William Howard, Commissioner  
Donald Maxwell, Commissioner  
Josh Weiss, Commissioner

**1. Review of Tonight's Regular Meeting Agenda**

- Review of Hidden hills Bicycle/Non-Motorized Easement
- Transportation Master Plan Implementation Program
- Other Transportation Projects

**Adjournment**



Persons with a disability may request a reasonable accommodation by contacting Rose Arballo at 480-312-7650. Requests should be made 24 hours in advance or as early as possible to allow time to arrange the accommodation.



**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION  
Regular Meeting**

**Notice and Agenda**

6:00 P.M.  
Thursday, January 17, 2008  
Kiva – City Hall  
3939 Drinkwater Boulevard  
Scottsdale, AZ 85251

**Call to Order**

**1. Roll Call**

Brian Davis, Chair  
Kelly McCall, Vice Chair  
Mark Gilliland, Commissioner

William Howard, Commissioner  
Donald Maxwell, Commissioner  
Josh Weiss, Commissioner

**2. Public Comment**

*Citizens may address the members of the Transportation Commission during Public Comment. This "Public Comment" time is reserved for citizen comments regarding non-agendized items. However, Arizona State Law prohibits the Transportation Commission from discussing or taking action on an item that is not on the prepared agenda. Speaker time limit: 3 minutes.*

**3. Approval of Meeting Minutes**

**Action**

- Study Session of the Transportation Commission – December 20, 2007
- Regular Meeting of the Transportation Commission – December 20, 2007

**4. Review of Hidden Hills Bicycle/Non-Motorized Easement**

**Information/Possible Action**

*Continued discussion of the request by Hidden Hills residents/Board to consider abandoning a bicycle/non-motorized easement in Hidden Hills – Reed Kempton, Senior Transportation Planner*

**5. Transportation Master Plan Implementation Program**

**Information/Possible Action**

*Commission will continue review of projects and prioritization of the draft implementation program for the Transportation Master Plan – Dave Meinhart, Transportation Planning and Transit Director; Teresa Huish, Principal Planner; Alex McLaren, HDR*

**6. Other Transportation Projects**

**Information/Possible Action**

*Update on status of transportation projects including, but not limited to roadway design and construction – Mary O'Connor, Transportation General Manager*

**7. Public Comment**

*The Commission is providing a second opportunity for public comment. Citizens may address the members of the Transportation Commission during Public Comment. This "Public Comment" time is reserved for citizen comments regarding non-agendized items. However, Arizona State Law prohibits the Transportation Commission from discussing or taking action on an item that is not on the prepared agenda. Speaker time limit: 3 minutes.*

**8. Identification of Future Agenda Items**

**9. Adjournment**



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**DRAFT  
SUMMARIZED MINUTES  
CITY OF SCOTTSDALE TRANSPORTATION COMMISSION  
STUDY SESSION  
THURSDAY, DECEMBER 20, 2007  
KIVA CONFERENCE ROOM – CITY HALL  
3939 N. DRINKWATER BOULEVARD  
SCOTTSDALE, ARIZONA 85251**

**CALL TO ORDER**

Chair Davis called the study session of the Scottsdale Transportation Commission to order at 5:41 p.m.

**ROLL CALL**

**PRESENT:** Brian Davis, Chair  
Kelly McCall, Vice-Chair  
William Howard, Commissioner  
Josh Weiss, Commissioner

**ABSENT:** Mark Gilliland, Commissioner  
Donald Maxwell, Commissioner

**STAFF PRESENT:** Mary O'Connor, Transportation General Manager  
Dave Meinhart, Transportation Planning and Transit Director  
Rose Arballo, Transportation Commission Coordinator  
Lorraine Protocollo, Admin Secretary  
Paul Porell, Traffic Engineering and Operations Director  
Amy Foerster, Transit Manager  
Teresa Huish, Principal Planner  
Reed Kempton, Senior Transportation Planner

**ALSO PRESENT:** Alex McLaren, HDR

**1. Review of Tonight's Regular Meeting Agenda:**

- Transportation Master Plan Public Hearing

Ms. O'Connor noted that the Commission approved all of the elements of the Transportation Master Plan at the last meeting, excluding the transit, bicycle and pedestrian elements. The regular meeting would focus on those last three elements in an effort to facilitate the completion of the process.

She reported that on December 11, the City Council opted to hold approval of any part of the Transportation Master Plan, until the recommendation for the full package had been received from the

Transportation Commission. Council had also reached consensus to take the Indian School Road reversible lane option off the table and maintain the corridor at four lanes.

- Transportation Master Plan Finance/Implementation Program and Coordination with City Capital Improvements Program Budget

Mr. Meinhart said he would present the draft five-year capital improvement program for preliminary discussion in anticipation of a February recommendation. He would include an update on the current revenue situation and the status of existing projects. Ms. O'Connor added that some of the discussion would center on how to prioritize projects.

Commissioner Howard expressed concern that the Transportation Master Plan is going against the illustrated preference of the greater population that still seems to prefer single occupancy vehicles. Ms. O'Connor reminded him that the basis of the Transportation Master Plan is the community mobility element of the General Plan, which was approved by the public and contains specific statements about the provision of more transportation choices. The efforts to improve mode split would consist of a measured approach and span a 25-year period. The shift in CIP spending from 26% to 33% reflects not just the mode-split goal, but also recognizes that the street network is nearly built out.

Commissioner Howard said he understood those arguments, but felt that the Transportation Master Plan might not get the support of the general population unless it was implemented correctly. Mr. Meinhart said a great effort has been made throughout to ensure that all of the nuances of the process were made available for the public to review and discuss.

Commissioner Weiss announced that he has accepted a position with American Traffic Solutions, which runs the photo-enforcement program in Scottsdale. Staff has indicated that it would not affect his role as Commissioner, since the Transportation Commission does not make decisions regarding contracts.

Commissioner Howard reminded staff that at a future meeting he would like to discuss the issue of text messaging while driving that Commissioner Gilliland had brought up at a previous meeting.

## **ADJOURNMENT**

With no further business to discuss, Chair Davis adjourned the meeting at 6:03 p.m.

SUBMITTED BY:

A/V Tronics, Inc.

**NOTE: VIDEO AND/OR AUDIO RECORDINGS OF SCOTTSDALE TRANSPORTATION COMMISSION MEETINGS ARE AVAILABLE FROM THE SCOTTSDALE TRANSPORTATION DEPARTMENT FOR UP TO SIX MONTHS FOLLOWING THE MEETING DATE.**

**IN ACCORDANCE WITH PROVISIONS OF THE ARIZONA REVISED STATUTES, THE SUMMARIZED MINUTES OF THE TRANSPORTATION COMMISSION MEETINGS ARE NOT VERBATIM TRANSCRIPTS. ONLY THE ACTIONS TAKEN AND DISCUSSION APPEARING WITH QUOTATION MARKS ARE VERBATIM.**



**DRAFT  
SUMMARIZED MINUTES  
CITY OF SCOTTSDALE TRANSPORTATION COMMISSION  
REGULAR MEETING  
THURSDAY, DECEMBER 20, 2007  
KIVA - CITY HALL  
3939 N. DRINKWATER BLVD.  
SCOTTSDALE, ARIZONA 85251**

**CALL TO ORDER**

Chair Davis called the regular meeting of the Scottsdale Transportation Commission to order at 6:12 pm.

Commissioner Weiss publicly disclosed that he has accepted a position with American Traffic Solutions, which runs the photo-enforcement program in Scottsdale. His position on the Transportation Commission would not be affected by the decision.

**1. ROLL CALL**

**PRESENT:** Brian Davis, Chair  
Kelly McCall, Vice-Chair  
Mark Gilliland, Commissioner  
William Howard, Commissioner  
Josh Weiss, Commissioner

**ABSENT:** Donald Maxwell, Commissioner

**STAFF PRESENT:** Mary O'Connor, Transportation General Manager  
Dave Meinhart, Transportation Planning and Transit Director  
Rose Arballo, Transportation Commission Coordinator  
Lorraine Protocollo, Admin Secretary  
Amy Foerster, Transit Manager  
Teresa Huish, Principal Planner  
Reed Kempton, Senior Transportation Planner

**ALSO PRESENT:** Alex McLaren, HDR

**SPEAKERS DURING PUBLIC COMMENT (IN ALPHABETICAL ORDER):**

Dave MacDonald  
Mark Ortega

John Washington  
Sam West

2. **Public Comment**

None.

3. **Approval of Meeting Minutes**

- Study Session of the Transportation Commission - November 15, 2007
- Regular Meeting of the Transportation Commission - November 15, 2007
- Study Session of the Transportation Commission - November 29, 2007
- Special Meeting of the Transportation Commission - November 29, 2007

Vice-Chair McCall noted a corrected vote count on page 8 of the November 29 minutes.

**COMMISSIONER HOWARD MOVED TO APPROVE THE MINUTES OF THE STUDY SESSION AND REGULAR MEETING OF NOVEMBER 15, AND THE STUDY SESSION AND SPECIAL MEETING OF NOVEMBER 29 AS AMENDED. VICE-CHAIR MCCALL SECONDED. THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF FIVE (5) TO ZERO (0).**

4. **Transportation Master Plan Public Hearing**

Ms. Huish noted that at their December 11, 2007 meeting, City Council voted to join METRO, the regional rail agency, in order to be a part of the METRO high capacity transit alternatives analysis with Tempe and Chandler. Light rail technology was discussed at the meeting, but not removed from consideration as one of the alternatives in the study. Discussions also centered on tabling the reversible lane concept for Indian School Road, and the designation of Scottsdale Road and Pima Road as minor arterials north of Happy Valley Road.

She requested that the Commission consider approving the remaining three elements of the Transportation Master Plan so that the City Council could review the complete document at their January 8, 2008 meeting.

Chair Davis invited public commentary.

**John Washington** said solutions are being advanced to move people through Scottsdale, without identifying the specifics of the problem. Once the problem is understood, the best solutions would be easier to determine. Some of Scottsdale's existing solutions work well and much could be gained from enhancing them, rather than turning to options that are more expensive. Effectiveness is measured not only by how well people can move around, but also by considering cost. Buses provide more flexibility than light rail, and the existing buses are clean, run on time, and the drivers offer courteous service.

**Mark Ortega**, 10011 E. Sheena Drive, said buses are more flexible and no business case has been made for light rail. He felt that rail cars would be dangerous to standing passengers in the event of a collision. He felt the 2001 General Plan provided no proviso for a transit element or a transportation corridor anywhere in Scottsdale. The Commission is charged with acting in the interests of the community.

**Dave MacDonald**, 4140 N. 78<sup>th</sup> Street, said the decision to downsize Scottsdale Road to a minor arterial in the far north is shortsighted and fails to project the future beyond 2030. He also said there should be measurable objectives in terms of the desired ridership for transit routes. The increases in percentages spent on bicycle facilities should be tied to provable demand. Individual block faces in downtown should be measured for shading that exists on streets, and

the information used to encourage more pedestrian travel. The transit element could benefit from better socioeconomic and demographic data to differentiate and understand why different groups of people choose the transit options they do. There are modeling tools that can be used to help the public to understand how land use decisions affect transit options.

**Sam West**, Hayden Road and Via de Ventura, said the Commission has the duty to make some kind of recommendation to City Council on the high capacity transit issue. The Scottsdale/Tempe North/South Corridor Study of 2003 does not embody the changes that the city has experienced in the meantime, particularly growth along the 101 corridor. A new study is warranted to determine if Scottsdale Road should still be considered a transit corridor. He concluded that the actual number of employee vehicles present in the Airpark area is far lower than the reported 50,000 employees. That figure should not be used to justify high capacity transit on Scottsdale Road. Express bus service on the 101 freeway is the best solution, because it would be the easiest and most flexible option. The METRO study is only considering three high capacity transit modes. The public should have the opportunity to vote on the issue soon.

At Vice-Chair McCall's request, Ms. O'Connor responded to the citizens' questions. She clarified that the Transportation Master Plan is based upon the community mobility element of the General Plan, and noted specific statements that relate to transit modes. The study that Mr. West referred to was conducted between 2001 and 2003. City Council adopted the General Plan in 2001, and the public election took place in March of 2002. The METRO study is a federally funded alternatives analysis that is looking at all modes of transit within the broad study area.

Mr. Meinhart added that the travel demand model includes not only population figures but also the makeup and characteristics of that population. It is not as strong in modeling transit demand as it is in modeling auto demand, and the City is developing improvements in that area. The Regional Transit Framework Study will look at what can be done to improve transit in the Valley, and will include making better use of freeway corridors to enhance transit usage. The Transportation Master Plan contains fail-safe options should projections for the extreme north section of Scottsdale Road not have the travel demand modeled. From a travel demand perspective, he agreed there was no major need to add capacity within the Scottsdale Road corridor south of downtown, but the plan must consider how the city ties into the overall region. He noted that City Council took specific action in 2006 to keep Scottsdale Road as the currently recommended high capacity transit corridor.

In response to an inquiry from Vice-Chair McCall, Ms. O'Connor said the METRO organization would study the area between the 101 Freeway on the east, the I-10 freeway on the west, and the 202 freeway on both the north and south. There are multiple corridors being studied within that area. Mr. Meinhart added that a locally preferred corridor is just the starting point for the Federal funding process, which must consider alternative corridors as well.

Vice-Chair McCall inquired how the number of employees at the Airpark was determined. Mr. Meinhart said staff relies on census-tracked information that is translated by MAG into traffic analysis zone information. From a transportation perspective, the Airpark encompasses a larger area than just the Airport itself.

Ms. O'Connor, in response to an inquiry from Commissioner Weiss, assured him that the Commission would play an integral role in any public review process regarding high capacity transit.

In response to an inquiry from Chair Davis, Ms. O'Connor explained that the Transportation Master Plan high capacity transit study report identifies options that should be deleted from consideration, options that should be carried forward for further study, ongoing regional studies that Scottsdale could participate in and specifies the need to coordinate with those regional efforts.

Commissioner Howard agreed with Mr. Washington that one had to begin by considering the problem before arriving at the answer. At the moment, the problem seems ambiguous. The travel demand model says the streets can reasonably handle the expected traffic load. The demand for mass transit needs to be identified. Participating in regional studies would allow Scottsdale to be aware of ongoing developments in the surrounding area, but until a case is made for new transit options, the discussion about what kind of transit mode should be selected would be premature. High capacity transit works well in some environments, and not so well in others. Care has to be taken to determine whether it would work for Scottsdale.

Chair Davis agreed that the Commission is duty bound to make a recommendation to City Council on high capacity transit, but not enough information is currently available to determine what value it would provide.

Commissioner Weiss said there are reasons for skepticism, but no reason to eliminate options at this point. The studies will answer specific questions, and enable the Commission to make a recommendation one way or the other. The Commission would not be served in the end by leading language that states a preference.

Commissioner Howard clarified that he was not advocating a position either way, simply that a compelling case has not been made yet. If people believe that Scottsdale needs a specific mode of mass transit, they should come forward and make the case. Commissioner Weiss agreed, but said the addition of language stating that the Commission has not seen a compelling case at this point would be used against high capacity transit in the future, even if that is not what the Commission intended to say.

Commissioner Weiss suggested the addition of language establishing that the Commission looks forward to the findings of the regional study. It would make the intended point without providing a statement that could later be taken out of context.

Vice-Chair McCall said the Commission made a statement by recommending to Council that Scottsdale join the METRO study to explore regional alternatives. She noted that the public outreach process has resulted in many comments expressing support of light rail.

Commissioner Gilliland said the lack of a firm recommendation suggests vagueness, and asked whether language that is more straightforward could be included. It makes sense to continue the study effort, but doing so should not imply the Commission's support of high capacity transit.

Commissioner Weiss said HDR is not tasked to provide a full analysis on the issue, and the Commission is left to rely on gut feelings instead of hard information.

Ms. O'Connor suggested language saying the Commission looks forward to participating in the review of the findings from the METRO study and other regional transit studies in order to determine the outcome of their findings.

Chair Davis suggested the following description:

"Potential high capacity transit (HCT) alternatives for the City of Scottsdale would be the subject of further study. In the meantime, this section includes an acceptable level



of discussion regarding HCT. This discussion does not evaluate HCT needs or alternatives, but rather discusses some of the opportunities and constraints of HCT technologies."

Ms. O'Connor noted that the community would be part of the METRO study process. The only transit projects that are funded in the Transportation Master Plan are projects that are already part of the regional transportation plan. High capacity transit serves a regional demand, just as high capacity roadways do.

Chair Davis inquired whether the Commission was comfortable with the way the transit element was worded.

Commissioner Howard said he did not want to confuse no recommendation being made with a "No" recommendation. Access to more information could make a solid recommendation possible in the future.

Vice-Chair McCall inquired whether there is any coordination between city buses and school buses to eliminate redundancy and encourage high school children to use mass transit. Ms. O'Connor said the City's efforts in that regard have been oriented towards the neighborhood circulator service. Vice-Chair McCall suggested that the City work with the school districts to ensure that school bus routes do not duplicate identical fixed route service. Ms. O'Connor responded that the City does not currently provide the quality of fixed route service that would provide that duplication.

Vice-Chair McCall said if transit is viewed as an investment, then part of the return on that investment should include increased ridership. Targeting specific increases in ridership provides the opportunity to demonstrate how transit can improve the lives not only of citizens, but also of anyone who enters or passes through Scottsdale.

Ms. O'Connor identified parts of the plan that were complementary to Vice-Chair McCall's points. Mr. Meinhart said the focus has been to provide a higher quality of transit service. As service has improved, ridership has annually grown between 5% to 8%. Rather than mandating a program, the policy provides incentives to get people to reconsider how they think about transportation.

**COMMISSIONER GILLILAND MOVED TO ACCEPT AND FORWARD THE TRANSIT ELEMENT OF THE TRANSPORTATION MASTER PLAN TO CITY COUNCIL FOR THEIR APPROVAL. COMMISSIONER WEISS SECONDED.**

Vice-Chair McCall requested the addition of a recommendation to encourage coordination between city buses and the District school buses to reduce redundant service. Mr. Meinhart said in most cases, school buses follow routes into neighborhoods that transit buses do not.

Commissioner Weiss said Vice-Chair McCall's suggestion is worthy of discussion later, but the Transportation Master Plan would not be an appropriate forum for its inclusion. The Commission chose not to add the school bus recommendation.

**THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF FIVE (5) TO ZERO (0).**

Chair Davis asked the Commission to discuss the bicycle element of the Transportation Master Plan.

Vice-Chair McCall said Scottsdale as a whole benefits when walking, riding a bicycle, or taking a bus is both possible and safe. Nothing exists in the document that defines the minimum standards of bicycle, pedestrian, and transit facilities. She asked the Commission to consider adding them.

In response to an inquiry from Vice-Chair McCall, Mr. Meinhart said there are no existing standards for the placement of public restrooms, so Scottsdale would have to create its own standards. The draft element encourages the City to explore the provision of public restrooms in areas where commercial facilities are not available for business patrons. Ms. O'Connor added that there are crime prevention, safety and environmental factors associated with the provision of public restrooms that would need to be discussed before a set of standards could be arrived at.

Commissioner Howard noted that private facilities cannot always be relied upon.

Vice-Chair McCall said the provision of amenities should be a standard for future path improvements.

Mr. Kempton said the bike map does not include all available facilities, just those available in City parks.

Chair Davis noted that neighbors might also have objections to public restrooms near their homes.

Regarding the public restrooms, Mr. Meinhart suggested language that could be added to the bicycle and pedestrian elements that would ensure that the City conduct an analysis and make recommendations by 2009.

In response to an inquiry from Vice-Chair McCall, Mr. Meinhart explained that the recommendation for the timing of pedestrian crossing signals would be changed to conform to the national guideline which now uses a walking speed of 3.5 feet per second, rather than 4.0 feet per second.

**COMMISSIONER HOWARD MOVED TO ACCEPT AND FORWARD THE PEDESTRIAN AND BICYCLE ELEMENTS OF THE TRANSPORTATION MASTER PLAN TO CITY COUNCIL FOR THEIR APPROVAL. VICE-CHAIR MCCALL SECONDED. THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF FIVE (5) TO ZERO (0).**

Commissioner Weiss inquired why a suggestion from Councilman Lane was added to the Transportation Commission's recommendation regarding the Airpark study, when it had not been formally passed by City Council. Ms. O'Connor responded that City Council did not take a formal vote on that item, but reached consensus on several items. Commissioner Weiss requested staff to ascertain whether Council reached consensus on that issue before it was included in the document.

Ms. O'Connor read the statement in question. One of the specific goals for the Airpark was to

"Minimize roadway impacts, such as taking businesses or using developable land for new roads on private enterprise in the Airpark."

Commissioner Weiss said he generally agreed with the statement, but did not want it to contradict what he understood the Council was actually supporting. The Thunderbird/Raintree

Loop may impact specific businesses, but would be done with the intent of providing a beneficial impact on Airpark businesses overall.

Ms. O'Connor suggested inserting the word "unwelcome" between "minimize" and "roadway." The Commission agreed to the rewording as suggested, dependent upon staff confirming that it was indeed the Council's intent to add the goal to the document.

Commissioner Weiss suggested the Commission pass the Transportation Master Plan in its entirety to clarify that no major changes or amendments were made to items that have already been reviewed.

Commissioner Howard suggested adding the following statement:

"The Transportation Commission approves the overall study, but notes the lack of concrete recommendations regarding a high capacity transit element. The Commission agrees with the report's observation that it requires more study, but has yet to see a compelling case for the need of additional mass transit, and anticipates active consideration of mass transit needs and options over the next several years."

Commissioner Weiss reiterated his previous concern that pieces of the statement would be taken out of context and politicized. He felt it was unnecessary to make a separate statement, since the issue has already been discussed within the transit element. If Commissioner Howard felt that the statement was necessary to approve the Transportation Master Plan in total, then he would prefer to withdraw his suggestion.

Commissioner Howard said his concern is that people would infer from the inconclusive report that the Commission has already made a decision on high capacity transit.

Commissioner Weiss said the individual elements could speak for themselves. If the suggested language was to be added, he requested that the phrase, "but has yet to see a compelling case for the need for additional mass transit," be stricken from it.

Commissioner Howard stressed the importance that somebody come forward to make a compelling case for why high capacity transit would be needed in Scottsdale. At the moment, that has not happened.

Following further discussion, the Commission reached a consensus on the language.

**COMMISSIONER HOWARD MOVED APPROVAL OF ALL THE ELEMENTS OF THE TRANSPORTATION MASTER PLAN WITH THE CAVEAT THAT THE TRANSPORTATION COMMISSION NOTES THE LACK OF CONCRETE RECOMMENDATIONS IN THE HIGH CAPACITY TRANSIT STUDY AND AWAITS FURTHER STUDY AND DISCUSSION. COMMISSIONER GILLILAND SECONDED. THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF FIVE (5) TO ZERO (0).**

**5. Transportation Master Plan Finance/Implementation Program and Coordination with City Capital Improvements Program Budget.**

Mr. Meinhart presented the draft Five-Year Capital Improvement Plan to the commission for review. An agenda item would be scheduled in February to develop a formal recommendation to City Council.

As sales tax revenues flatten in the short term, and Bond 2000 funds are depleted, the City may fall short of being able to cover Scottsdale's match for arterial roadway projects that are scheduled to receive Proposition 400 funds. He reviewed staff recommendations to either delay or cancel several projects beyond the five-year plan. He also reviewed key budget increases to keep existing projects on schedule, saying it would be advantageous to get them into the bid cycle as quickly as possible to take advantage of the temporary leveling off of construction costs. Some of the savings from delayed projects could be used to cover the increased costs of the existing projects.

Mr. Meinhart said the list of new projects is short, and includes the Loop 101 corridor park and ride, and the continuation of the Arizona Canal multi-use path. The initiation of design for the Happy Valley Road corridor from Pima Road to Alma School is recommended to be delayed by two years.. The initiation of the Hayden Road bicycle and pedestrian improvements design is recommended to be delayed by one year.

Mr. McLaren described the prioritization process that was used to evaluate the projects that have been developed out of the master plan and would be in addition to the projects included in the draft 5-Year CIP. The criteria used considered regional and citywide issues, sustainability, mode choice, safety, and auto, pedestrian, bicycle, and universal access. Each project was evaluated to see how well it met the criteria. Prioritization was based upon the net difference between the positives and the negatives for each project.

The priority projects for the area south of Indian Bend Road include the acceleration of Loop 101 general purpose lanes, capacity improvements at three major intersections on Hayden Road (Chaparral, Camelback and Thomas), streetscape improvements, lane reductions on the downtown couplet, and overall improvements to the downtown pedestrian environment.

Priority projects in the area between Indian Bend Road to Union Hills Road include accelerating general purpose lanes on Loop 101, the Airpark ring road, intersection and ITS improvements on Shea Boulevard, the Miller Road extension from Princess up to Center Drive, flyover access to the freeway on Hayden and Pima Roads, a new road from Center Drive to Union Hills, a bridge on Union Hills, improvements to Frank Lloyd Wright and Northsight Boulevards, widening Raintree Drive from the freeway to Hayden Road, improvements to Hayden Road between Raintree Drive and Thunderbird Road, an interchange at Raintree Drive and the Loop 101, HOV ramps at Thunderbird Road and the Loop 101, downsizing projects, and streetscape, transit facility, and corridor path improvements.

The priority projects north of Union Hills Road include improvements to Scottsdale Road capacity up to the Carefree Highway, improvements to the Miller, Hayden, Happy Valley and Dynamite Road alignments, and the extension of 118<sup>th</sup> Street.

Mr. McLaren said the intended next steps would be to finalize the criteria used in the prioritization process, determine the distribution of projects through 2030, establish cost estimates, identify funding mechanisms, and create strategies to cover any shortfall.

Commissioner Weiss said the Thunderbird/Raintree Loop option needs to be included as part of any future presentations given to the City Council or the public. Ms. Huish confirmed that the map would be cleaned up prior to the Council presentation.

Commissioner Gilliland inquired about the disadvantages to starting projects in 2008 as opposed to 2014. Mr. Meinhart responded that without an additional revenue source, the only way to include projects from 2009 through 2013 would be to delete projects from the draft

five-year plan. Based on current projections of sales tax availability, the City would not be able to match all of the Prop 400 arterial roadway money that is allotted for the next five years.

Mr. Meinhart said the projects are listed initially in order of their pluses and minuses and secondly in order of the lowest cost. He requested Commission comments on the ranking order. He suggested one alternative could be to eliminate consideration by geographic study area and operate on a more holistic basis. Commissioner Gilliland suggested that projects be grouped according to funding goals.

Vice-Chair McCall referred to correspondence from the Desert Mountain Community regarding their concerns about the volume to capacity ratio for Pima Road. Mr. Meinhart said the Commission has the option of including volume to capacity ratios as a criterion.

Chair Davis suggested the addition of criteria such as the ability to leverage additional outside funding and economic development potential of projects.

In response to Chair Davis' inquiry, Ms. Huish explained that none of the criteria have been weighted. Mr. Meinhart added that the criteria came from the public input gathered throughout the process and the community working group and also are based on the General Plan. Each criterion could be evaluated to determine its usefulness and whether it should be kept on the list.

Commissioner Weiss said the criteria were a good baseline to start at, but agreed that some of the other suggestions would be helpful during the prioritization process.

Chair Davis also recommended a criterion measuring net cost to the City, assuming that outside grant money could be obtained.

6. **Public Comment**

None.

7. **Identification of Future Agenda Items**

None.

8. **ADJOURNMENT**

With no further business to conduct, Chair Davis adjourned the regular meeting at 10:14 p.m.

SUBMITTED BY:

A/V Tronics, Inc.

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